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**MORRISSEY, FERNIE
& MICHEL RAILWAY
COMPANY**

Rules and Orders

FOR THE
Guidance of Employees

APPROVED BY THE DIRECTORS
OF THE COMPANY

In Effect, 1st September, 1906

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NOTICE

To enter or remain in the service is an assurance of willingness to obey the rules.

Obedience to rules is essential to the safety of passengers and employees, and to the protection of property.

The service demands the faithful, intelligent and courteous discharge of duty.

Harmony is essential to the best interests of the Company, and co-operation between employees is joined.

To obtain promotion, capacity must be shown for greater responsibility.

Employees, in accepting employment, assume its risks.

GENERAL RULES

A—The Chief Engineer is in direct charge of the Railway under the General Manager, and heads of departments will receive their instructions from him. Train and Enginemen, Trackmen, Switch and Signalmen and Carmen will report to and be guided by instructions from the Yard Master under these rules. Repairs to locomotives will be attended to by the Master Mechanic at Coal Creek. Matters of accounting and traffic will be under the jurisdiction of the Comptroller.

B—Locomotive Engineers on the Morrissey, Fernie and Michel Railway are more than mere "Runners," and are expected to look after their engines, and see that running repairs are made promptly and frequent overhauling avoided. A report on the prescribed form will be made by them daily to the Yard Master, and all defects which they are unable to repair will be noted thereon. A monthly report, including all defects covered by the daily which have not been remedied, will be prepared promptly at the close of each month and handed to the Yard Master, who will transmit the same to the Chief Engineer with comment.

C—Car Inspectors are expected to examine foreign cars for all defects, and to carry out the rules laid down by the Master Car Builders Association. They will see that necessary running repairs to home cars are made promptly, and make their reports to the Yard Master.

D—Section Foremen will be held responsible for the condition of the track, bridges and other structures within the section under their charge, and for the Company's property entrusted to their care. A complete record of all tools and spare material in their charge must be kept.

E—Employees whose duties are prescribed by these rules must provide themselves with a copy, be conversant with them and with special instructions, and obey them both. Train, Engine, Yard and Switchmen as well as Section Foremen must invariably be provided with a copy of the current Time Table.

F—Employees must render every assistance in their power in carrying out the rules and special instructions, and report any violation thereof to their next superior officer or employee.

G—The use of intoxicants by employees while on duty is prohibited. Their habitual use, or the frequenting of places where they are sold, is sufficient cause for dismissal.

H—The use of tobacco by employees when on duty in or about passenger stations, or in passenger cars, is prohibited.

I—Employees on duty must wear the prescribed badge and uniform, and be neat in appearance.

J—Persons authorized to transact business at stations or on trains must be orderly and avoid annoyance to passengers.

K—In case of danger to the Company's property employees must unite to protect it.

L—In case of accidents to persons or property, a report should be made at once to the Chief Engineer on the prescribed form.

TRAIN RULES.

1—Watches of Conductors and Engineers must be compared when going on shift with the Clock in the Canadian Pacific Railway Station.

2—Employees whose duties may require them to give signals must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

3—Flags of the prescribed colour must be used by day, and lamps of the prescribed colour by night.

4—Night signals are to be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals must be used in addition.

5—VISIBLE SIGNALS.

Colour Signals.

Colour.	Indication.
(a) Red	Stop.
(b) Green	Proceed, and for other uses prescribed by the rules.
(c) Yellow	Proceed with caution, and for other uses prescribed by the rules.
(d) Green and White...	Flag Stop. See Rule 28.
(e) Blue	See Rule 28.

6—A fusee on or near the track burning red must not be passed until burned out. When burning green it is a caution signal.

7—HAND, FLAG AND LAMP SIGNALS.

Manner of Using.	Indication.
(a) Swung across the track	Stop.
(b) Raised and lowered vertically	Proceed.
(c) Swung vertically in a circle across the track, when the train is standing..	Back.
(d) Swung vertically in a circle at arm's length across the track when the train is running..	Train has parted.
(e) Swung horizontally in a circle when the train is standing	Apply air brakes.
(f) Held at arm's length above the head, when train is standing	Release air brakes.

8—Any object waved violently by any one on or near the track is a signal to stop.

9—AUDIBLE SIGNALS.

Engine Steam Whistle Signals.

NOTE.—The signals prescribed are illustrated by “o” for short sounds, “----” for long sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

Sound.	Indication.
(a) O	Stop, apply brakes.
(b) -----	Release brakes.
(c) ----- OOO	Flagman go back and protect rear of train.
(d) -----	Flagman return from west or south.
(e) -----	Flagman return from east or north.
(f) -----	When running, train parted; to be repeated until answered by the signal prescribed by Rule 7 (d).
	Answer to 7 (d).
(g) OO	Answer to any signal not otherwise provided for.

(h) OOO

When train is standing back.

Answer to 7 (c) and 11 (c).

(j) OOOO

Call for signals.

(k) ---- OO

To call the attention of trains of the same or inferior class to signals displayed for a following section.

(l) ---- ---- OO

Approaching public crossings at grade.

(m) -----

Approaching stations, junctions and railroad crossings at grade.

A succession of short sounds of the whistle is an alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

10—An explosion of one torpedo is a signal to stop, the explosion of two not more than 200 feet apart is signal to reduce speed and look out for a stop signal.

11—AIR WHISTLE OR BELL ; CORD SIGNALS

Sound.

Indication.

(a) Two When train is standing, start.

- (b) Two When train is running,
stop at once.
- (c) Three When train is standing,
back the train.
- (d) Three When train is running,
stop at next station.
- (e) Four When train is standing,
apply or release air
brakes.
- (f) Four When train is running,
reduce speed.
- (g) Five When train is standing,
call in flagman.
- (h) Five When train is running,
increase speed.

12—The head-light will be displayed to the front of every train by night, but must be concealed when a train turns out to meet another, and has stopped clear of main track, or is standing to meet trains at the end of double track or at junctions.

13—Yard Engines will display the head-light to the front and rear by night. When not provided with a head-light at the rear two white lights must be displayed. Yard Engines will not display markers.

14—When cars are pushed by an Engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

Whenever a train of cars is moving reversely in a city, town or village, the locomotive being in the rear, the Company shall station on the last car in the train a person who shall warn parties standing on or crossing the tracks of the Railway Company of the approach of such train. Sec. 100, B.C. Railway Act.

15—A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it. When thus protected it must not be coupled to or moved. Workmen will display the blue signals, and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals without first notifying the workmen.

16—A signal imperfectly displayed, or the absence of a signal where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Yardmaster.

17—When a signal (except a fixed signal) is given to stop a train, it must be acknowledged as prescribed by Rule 9.

18—The engine bell must be rung when an engine is about to move.

19—The unnecessary use of the whistle or the bell is prohibited. They will be used only as prescribed by rule or law, or to prevent accident.

20—Watchmen stationed at public road and street crossings must use red signals only when necessary to stop trains.

21—No baggage, freight, merchandise or lumber cars shall be placed in the rear of passenger trains.

22—All locomotive engines used on any railway shall, by the Company using the same, be provided with and have in use all the most approved and efficient means used to prevent the escape of fire from the furnace or ash-pan of such engine, and the smoke stack of each locomotive engine so used shall be provided with a bonnet or screen of iron or steel wire netting, the size of the wire used in making the netting to be not less than number nineteen of the Birmingham wire gauge, or three sixty-fourth parts of an inch in diameter, and shall contain in each square at least eleven wires each way at right angles to each other; that is, in all, twenty-two wires to the inch square. B.C. Railway Act, Sec. 41, Sub-Sec. 14.

It shall be the duty of every engine-driver in charge of a locomotive engine passing over any

railway to see that all such appliances as are above mentioned are properly used and applied, so as to prevent the unnecessary escape of fire from any such engine, as far as it is reasonably possible to do so. B.C. Railway Act, Sec. 41, Sub-Sec. 15.

23—A train must not start until the proper signal is given.

24—Trains must approach the end of double track, junctions, railroad crossings at grade, and draw-bridges, prepared to stop, unless the switches and signals are right and the track is clear.

Before crossing the track of any other Railway on a level train must be stopped for the space of at least three minutes (see B.C. Railway Act, Sec. 98) except crossing where interlocking plant is in operation.

25—Work extras will be assigned working limits.

26—If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 7 (d) and 9 (f) must be given, and the front portion of the train kept in motion until detached portion is stopped. The front portion will then go back to recover the detached portion, running with caution and following a flagman. The detached portion must not be moved or passed until the front portion comes back.

27—When cars are pushed by an engine (except when shifting and making up trains in yards) a flagman must take a conspicuous position on the front of the leading car and signal the engineman in case of need.

28—Regular trains will move as per current Time Table.

29—After switches have been used they must be left in proper position.

Conductors are responsible for the position of the switches used by them and their trainmen, except where switch tenders are stationed.

A switch must not be left open for a following train, unless in charge of a trainman of such train.

30—Both conductors and enginemen are responsible for the safety of their trains, and, under conditions not provided for by the rules, must take every precaution for their protection.

31—In all cases of doubt or uncertainty the safe course must be taken and no risks run.

32—No person shall be entitled to carry, or to require the Company to carry upon their Railway, aqua fortis, oil of vitriol, gunpowder, lucifer matches, or any other goods which, in the judgment of the Company, are of a dangerous nature; and if any person sends by the Railway such goods without, at the time of so sending the said

goods, distinctly marking their nature on the outside of the package containing the same, or otherwise giving notice in writing to the book-keeper or other servants of the Company with whom the same are left, he shall forfeit to the Company the sum of \$20.00 for every offence. B.C. Railway Act, Sec. 41, Sub-Sec. 12.

33—The Company may refuse to take any package or parcel which they suspect to contain goods of a dangerous nature, or may require same to be opened to ascertain the fact; and the Company shall not carry any such goods of a dangerous nature except in cars specially designated for the purpose, on each side of each of which shall be plainly painted in large letters, "Dangerous Explosives." B.C. Railway Act, Sec. 41, Sub-Sec. 13.

No such goods as described in above Sub-Sec. 13 may be carried on trains carrying passengers.

34—Passengers must not ride on the outside of the cars or on the locomotive.

DEFINITIONS.

Train—An engine, or more than one engine, coupled, with or without cars, displaying markers.

Regular Train—A train represented on the Time Table. It may consist of Sections.

Section—One of two or more trains running on the same schedule displaying signals, or for which signals are displayed.

Extra Train—A train not represented on the Time Table. It may be designated as—

Extra—For any extra train, except work train.

Work Extra—For work train extra.

Superior Train—A train having precedence over other trains. A train may be made superior to another train by RIGHT, CLASS or DIRECTION.

Right is conferred by train order; CLASS and DIRECTION by Time Table.

Right is superior to CLASS or DIRECTION; DIRECTION is superior as between trains of the same class.

Train of Superior Right—A train given precedence by train order.

Train of Superior Class—A train given precedence by Time Table.

Train of Superior Direction—A train given precedence in the direction specified in the Time Table as between trains of the same class.

NOTE.—Superiority by direction is limited to single track.

TIME TABLE—The authority for the movement of regular trains subject to the rules. It

contains the classified schedules of trains, with special instructions relating thereto.

SCHEDULE—That part of a Time Table which prescribes the class, direction, number and movement of a regular train.

MAIN TRACK—A principal track, upon which trains are operated by Time Table, train orders or by block signals.

SINGLE TRACK—A main track, upon which trains are operated in both directions.

DOUBLE TRACK—Two main tracks, upon one of which the current of traffic is in a specified direction, and upon the other of which it is in the opposite direction.

CURRENT OF TRAFFIC—The direction in which trains will move on a main track under the rules.

STATION—A place designated on the Time Table by name, at which a train may stop for traffic; or to enter or leave the main track; or from which signals are operated.

SIDING—A track auxiliary to the main track for meeting or passing trains, limited to the distance between two adjoining telegraph stations.

FIXED SIGNAL—A signal of fixed location, indicating a condition affecting the movement of a train.

YARD—A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movements not authorized by Time Table or by train order, may be made, subject to prescribed signals and regulations.

YARD ENGINE—An engine assigned to yard service and working within yard limits.

PILOT—A person assigned to a train when the engineman or conductor, or both, are not fully acquainted with the physical characteristics or running rules of the road, or portion of the road, over which the train is to be moved.

RULES GOVERNING THE HANDLING OF TRAFFIC.

1—The Agent at Fernie will handle the entire business of the Coal Creek Branch through his Agency.

2—Coal from Coal Creek will be carried by the Train Conductor on the authority of the Weighman's scale sheet, which, on arrival at Fernie, will be turned over to the Shipping Clerk, who will prepare on behalf of the Crow's Nest Pass Coal

Co. the bills of lading to the Canadian Pacific or the Great Northern Railway, as the case may be, inserting thereon the charges due to the Morrissey, Fernie and Michel Railway, which will be advanced by the other roads to that Company, except in case of through billing, when the Morrissey, Fernie and Michel Railway charges are settled in joint account.

3—In the case of other freight from Coal Creek the consignee will make out a shipping bill, the Accountant at Coal Creek will receipt on behalf of the Company for the goods after checking them off, and the Conductor will carry the goods to Fernie on the authority of the Railway Co.'s portion of said shipping bill, which will be turned over to the Agent, and from which he will make waybill and collect the charges.

4—On such freight, except Coal, as the Crow's Nest Pass Coal Company may ship from Coal Creek to points on the Great Northern or Canadian Pacific Railway, the Morrissey, Fernie and Michel Railway charges will be advanced by the Canadian Pacific or the Great Northern Railway, as the case may be, and the transfer charge at Fernie to the Canadian Pacific depot will be paid for by the Crow's Nest Pass Coal Co.

5—On freight originating at Fernie for Coal Creek, shippers will haul the freight to the

Morrissey, Fernie and Michel Railway depot, where it will be checked off by the Agent between one and two o'clock p.m. daily. After the shippers have paid the charges thereon, the Agent will furnish them a receipt, retaining duplicates signed by shipper. The Agent will then at once make out a waybill, and before moving the goods the conductor must have this waybill in his possession. All such shipments must be receipted for as at Owner's risk, as the Morrissey, Fernie and Michel Railway Company will not be responsible for them after they are set off at Coal Creek.

6—On freight from the Canadian Pacific or Great Northern Railway for the use of the Crow's Nest Pass Company at Coal Creek, the Morrissey, Fernie and Michel Railway will advance their charges to those Companies. Freight from the Great Northern will be delivered and shipped from the Great Northern depot at Fernie. Freight from the Canadian Pacific Railway will have to be transferred from the Canadian Pacific depot to the Morrissey, Fernie and Michel Railway depot, and cartage on such material will be paid by the Crow's Nest Pass Coal Company direct to the carter.

7—Freight destined to Coal Creek for outside parties will be handled exclusively as local ship-

ments from Fernie, the owners having to make arrangements to transfer their freight and pay the charges thereon to the Canadian Pacific Railway and to the Cartage Company. and in the case of those from the Great Northern Railway they will have to pay the Great Northern charges to the Great Northern agent and make out new shipping bill for the Morrissey, Fernie and Michel Railway, which the conductor can O.K., the parties calling on the Morrissey, Fernie and Michel Railway Agent and paying the charge, when he will make waybill, which will be the Conductor's authority to carry the goods from the Great Northern depot to Coal Creek.

8—A weekly freight settlement will be made with the Great Northern and Canadian Pacific Railway Agents by the Agent of the Morrissey, Fernie and Michel Railway for periods ending seventh, fourteenth, twenty-first and last days of the month on the basis of statements which will be furnished to the Morrissey, Fernie and Michel Railway Agent. The Morrissey, Fernie and Michel Railway Agent must keep an abstract of the Bills of Lading prepared by him covering coal and coke shipments. The tonnage on this abstract should balance at all times with the Weighman's scale sheet, and the disposition of the charges on each car should be shown thereon. At the end of the week the amounts of the

charges entered in the Great Northern column of this abstract should agree with the amount with which the Great Northern credits the Morrissey, Fernie and Michel Railway for charges to be advanced by him. As soon as it has been ascertained that the charges for the week agree with the credits allowed by a given Company (say, the Great Northern) a waybill should be made up for the amount of all the shipments delivered to the Great Northern Railway during the period, and such waybill being entered on the abstract of waybills forwarded from Coal Creek to Fernie will form the charge against the Agent of the Morrissey, Fernie and Michel Railway. One waybill should be made for coke, and the coke waybill should read from the Morrissey, Fernie and Michel Railway, Fernie to the Great Northern Railway, Fernie.

The Canadian Pacific or Great Northern Railway Agent will also debit us on the other side of his account with the charges on freight destined for the Crow's Nest Pass Coal Company at Coal Creek, and this side of the account must balance with the advance charges shown on the abstract of freight forwarded from Fernie to Coal Creek. Cheques will be drawn in settlement of balances so ascertained at the end of each week.

9—Any passenger refusing to pay his fare may, with his baggage, by the Conductor of the train in the service of the Company, be put out of the car at any usual stopping place or near any dwelling-house as the Conductor elects, the Conductor first stopping the train, using no unnecessary force. B.C. Railway Act, Sec. 41, Sub-Sec. 10.

10—Baggage will be carried only in way freight cars, and charged for at regular freight rates, except that 150 pounds will be carried free on each full ticket—all in excess of that quantity to be charged for at regular freight rates.

AGENT'S RECORDS TO BE KEPT.

11—The Agent will keep the abstract above referred to as to shipments of Coal and Coke from Coal Creek and Fernie. He will also keep written up from day to day his abstract of freight forwarded from Coal Creek to Fernie and from Fernie to Coal Creek; also from the Morrissey, Fernie and Michel Railway, Fernie to the Great Northern Railway, Fernie; from the Great Northern, Fernie, to the Morrissey, Fernie and Michel Railway, Fernie; from Morrissey, Fernie

and Michel Railway, Fernie, to Canadian Pacific Railway, Fernie, and from Canadian Pacific Railway, Fernie, to the Morrissey, Fernie and Michel Railway, Fernie.

12—He will keep a cash book, in which the actual cash transactions of his agency will appear, and when he receives a cheque from a foreign agency in weekly settlement he should charge himself on the cash book with the amount of the Morrissey, Fernie and Michel Railway charges for that week, and credit himself with the amount which is due to the foreign agent for their charges, the difference representing the actual cash received.

13—At the end of the month he will make up a balance sheet on the approved form, transmitting it to the Accountant's Office, accompanied by the abstracts of waybills forwarded.

14—A weekly statement of estimated earnings will be prepared by him and sent to the Accountant on the basis of the earnings on the freight forwarded.

CAR RECORDS.

15—The train Conductor will keep a car record book provided for the purpose. Two copies will be used concurrently, one of them being kept in

the office and the other by the train Conductor alternately each day. From that which is kept in the office a third car record book will be written up, so that at all times the Office will have a complete record of cars moved. For convenience in writing up records, the station numbers designated on the Time Table will be used.

CHECKING FREIGHT.

16—Freight received for shipment to Coal Creek will be checked by the Agent at owner's risk as indicated previously; freight received at Coal Creek for Fernie will be checked by the Crow's Nest Pass Coal Company's Warehouseman.

17—When freight is delivered it should be checked off by the Agent or Warehouseman, as the case may be, and any shortages, breakages, etc., noted on the Expense Bills, and the waybills should be brought back at once by the Conductor and handed in to the Accountant's Office. Conductor will sign his name on all waybills handled by him. These waybills must be sorted in order as soon as received and prompt enquiry made if any are missing.



